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ABSTRACTS

COSCO SHIPPING Bulk Co., Ltd. introduces the quasi-liner to create a new business model

On March 7, COSCO SHIPPING Bulk Co., Ltd.'s "Speed E 8" liner service is launched, performed the coal transport task by M/V Peng Thai from Huanghua to Datang Nanjing Power Plant. After more than a year of development, the dry bulk liner routes initiated by COSCO SHIPPING Bulk Co., Ltd. has been laid to 15. COSCO SHIPPING Bulk Co., Ltd., affiliate to CHINA COSCO SHIPPING CORPORATION LIMITED, is a state-owned large-scale shipping company specializing in the transportation of dry bulks. Its shipping capacity ranks No.1 in the world dry bulk market. The Company with headquarter in Guangzhou officially hang its plate and start business operation on June 16th, 2016. Based on service concepts of safety, integrity, quality and efficiency, the Company takes globalization as its business strategy, develops both overseas and domestic markets aggressively, builds up global shipping network and provides valuable services for customers worldwide.**P18**

Why are the RCEP negotiations overdue again and again?

By February 2018, the RCEP has been in 21 negotiations, so why have the RCEP negotiations dragged on? What are the difficulties in negotiations? The current tide of anti-globalization and trade protectionism is rampant, and the support for regional economic integration is declining among the people and even the official government. More importantly, the RCEP negotiations involve 16 countries, both in developed economies and also quite backward developing country. Large differences exist in the levels of economic development of the RCEP participating countries, such as opening levels, agenda setting, the negotiation process gap, etc. In addition, the non-economic factors, for instance, the regional game, also affect the RCEP negotiations. So, despite the RCEP is conducive to regional economy to achieve sustainable growth, the participants generally take a welcoming attitude, the objective existence of the various negotiating obstacles still significantly delay the whole process. The completion of the RCEP negotiations in 2018 will test the resolve and wisdom of all parties.**P22**

Explore free trade ports and promote the formation of a new pattern of all-round opening up

Exploring the construction of a free trade port is an important measure to build a new pattern of comprehensive opening up. "The free trade zone will be given greater autonomy in reform and exploration of free trade ports," The report of the 19th National People's Congress of the Communist Party of China said. It will require ports to stand at a new starting point, explore the formation of a free trade port with Chinese characteristics, and promote the formation of a new pattern of all-round opening up. The exploration of free trade ports has a solid foundation. After 40 years of reform and opening up, China's port development has achieved remarkable achievements. China is a world-class port and a specialized transportation system. With the help of maritime demand, China's port throughput is the first in the world. This paper focuses on the opportunity and connotation of exploring the construction of free trade port of Chinese characteristics in the new period.**P62**

The current situation and countermeasures of the Belt and Road international logistics channel construction

Since President Xi Jinping put forward the "One Belt and One Road" initiative in 2013, "One Belt and One Road" international logistics channel construction has been the most rapid and the most fruitful achievements achieved. In March 19, 2011, China issued the first block train of China and Europe, and by the end of 2017, the China-Europe block trains have exceeded 6325. At present, based on the new Eurasian land bridge and the Siberian land bridge, there are three railway transportation channels in the west, middle and east China and Europe. China has set up 52 central European railway lines, covering 35 domestic cities and 34 cities in 12 European countries. The construction of One Belt and One Road Initiative, "promote the establishment of a community of common destiny" and "improve the open economy level" and other vision linkage has become the

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broad consensus of the international community. "One Belt and One Road" construction will be the main work of China at present and in the future, and all regions are making active efforts to build the international logistics channel of One Belt and One Road.**P64**

Taking the temperature of China's oil products exports

Against a backdrop of expanding domestic refinery capacity, China has emerged as a more significant exporter of oil products in recent years, with the country's seaborne exports doubling between 2013 and 2016 to total 36mt. In 2017, while a number of developments contributed to a slower rate of expansion in shipments, China's seaborne oil products exports still rose to reach a new record. So, China's oil products exports rose again in 2017, albeit more slowly than in 2016. Whilst growth stalled for part of the year, exports in December surged to a new high, and indications for 2018 seem positive. The first batch of export quotas granted this year is up 30% y-o-y at 16mt, and all under the terms of 'general trade'. Domestic oversupply of oil products looks unlikely to be resolved quickly, and whilst exports will remain sensitive to government policies, the current approach seems supportive. Risks remain, but there appears to be further upside potential for China's oil products exports. **P68**

BIMCO: economic growth around the world is supporting shipping

The International Monetary Fund (IMF) has published its World Economic Outlook for January 2018 and has subsequently revised its original forecast for global growth in 2018 and 2019 - up by 0.2 to 3.9% for both years. Peter Sand, chief economist at the Baltic and International Maritime Conference (BIMCO), looks ahead to the three shipping sections, i.e., container, dry bulk and tanker. The development in global growth is driven by a higher growth from advanced economies than first anticipated. The IMF now expects the GDP for advanced economies to grow by 2.3% in 2018 and 2.2% in 2019, which is an upward revision of 0.3 percentage points for 2018 and 0.4 for 2019. This is the highest upward cumulative revision for advanced economies since January 2010, when we saw a false dawn for an improvement in the global economy. Having experienced falling freight rates from August to year-end in 2017, most liner companies were successful in pushing rates higher in early January 2018. Remarkably, most of them managed to hold onto most of the gains they achieved, considering October and November were challenging in terms of very low demand growth. The weak demand came from the Far East to Europe trade, and on the Intra-Asian transport. The containership fleet has already expanded by 1.2% in the first month of 2018 - equal to the entire fleet expansion of 2016. 2018 is the year of opportunity for dry bulk shipping industry. The fleet is growing at the slowest pace since 1999, and solid growth in demand means that the dry bulk shipping industry should be facing another year of improvement to the fundamental balance. The forecast for overall demand growth in 2018 is around 2-3%, with plenty of uncertainty surrounding that. Not just in terms of volume, but most likely also in terms of sailing distances. Longer hauls for key minor bulk commodities and grains have lifted shipping demand way above volume demand since 2014. A reversal of this trend, due to traditional exporters regaining market share, will hurt demand. Seen against a fleet growth of 1.4%, we are still looking at an improved market. The future of oil demand and subsequently of tanker demand is very much policy driven. It has been so in the past to some extent, but in coming years this will be more apparent. What is apparent is that shipping demand will be positively impacted - mainly, in the short term with the building of local stocks, but possibly also in the longer term if the compliant marine fuels from the refineries continue to be produced remotely to the bunker refueling hubs. Last but not least, what will the refining industry do with the high sulphur residuals previously "disposed of" through the shipping industry? They will need to find new markets to ship to. **P70**

Tech, not consolidation, will drive container shipping change

As container shipping has consolidated from 18 east-west carriers down to 11 during the past two years, it is easy to say the industry is experiencing an inflection point and will look very different in the future. The industry may look different, but that will be due to a revolution in technology, not to consolidation; the evidence so far is that consolidation has reduced the number of carriers but has not changed behaviors. There is no evidence, for example, that markets are any less competitive. Carriers have returned to mega-ship ordering after a brief hiatus, and, as consultancy McKinsey controversially said in a recent white paper (that it quickly withdrew), overcapacity "is here to stay." Without question, achieving neutrality and resulting buy-in will be the difference between the industry being able to seize this unique opportunity or not. The prize is so big that it is imperative that individual carriers see participation in a common platform as non-competitive. If just a narrow slice of the industry joins the environment, they may succeed in reducing some costs, but the overall result will be elimination of only a fraction of the costs that would be possible through universal adoption by carriers, forwarders, shippers, ports, and government agencies. The large number of initial coin offerings in shipping is already pointing to a siloed future. How many times has it been said that nothing has changed since Malcom McLean's introduction of the container in the late 1950s? It is time that the industry that revolutionized global trade more than 50 years ago do it all over again. **P74**

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DONGYU ISLAND 东屿岛

COSCO SHIPPING

中远海运博鳌有限公司

中远海运博鳌公司是中国远洋海运集团所属二级单位，是一家集旅游、商务、会议、休闲、度假、购物为一体的国际综合性企业。公司拥有博鳌亚洲论坛国际会议中心、三家五星级酒店、东屿岛温泉、高尔夫球会、永久会址景区和论坛新闻中心。自2001年成立以来，公司作为论坛核心服务商，已连续成功承办成立大会和16届年会，先后承接4600多场国际性大型会议，包括多家世界500强企业，接待游客1500多万人次，树立了一流的服务品牌，受到社会各界以及国内外政要嘉宾一致好评。在中国远洋海运集团的正确领导下，公司坚持“以情服务 用心做事 臻于专业”的企业精神，竭诚为广大客户和集团各兄弟单位提供优质高效的专业化、国际化服务。

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